

~~DRAFT~~

P318

2006/P318

**Hank Lacayo
Oxnard Afternoon and Evening Hearing Testimony
On Revised Draft EIR
Oxnard Performing Arts Center
Wednesday, April 19, 2006
1:00 p.m. and 6:30 p.m.**

P318-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Thank you for allowing me to speak briefly before you today.

My name is Hank Lacayo and I am currently serving my second term as State President of the Congress of California Seniors.

I am also a current member of the California Commission on Aging; founder and National President Emeritus for the Labor Council for Latin American Advancement; founder and past chairman of the United States Hispanic Leadership Institute; and, former Executive Committee member of the United States Leadership Conference on Civil Rights.

My wife Leah and I have lived in Ventura County for more than 20 years and continue to work hard to help improve the quality of life for many Latino and hard working families and underserved communities.

In fact, I have devoted my entire life to serving and representing my community, as a volunteer because I feel strongly that everyone should have a voice.

I am here today because I support Cabrillo Port.

I did not come to this decision lightly.

Many who know me in the community know that I only support issues that I wholeheartedly believe in and strongly feel would be a benefit to the community.

As a father, veteran, husband, senior, community activist and volunteer in this county and in Oxnard for years, I care deeply for our community and the needs and safety of the underserved and working class.

I would not endorse a project that I believed did not and could not make a commitment to ensure that public safety is the number one priority.

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I believe the revised draft environmental impact report adequately addresses the public safety concerns that have been expressed by those individuals opposed to the project.

It definitely puts my mind at ease knowing that Sandia National Laboratories, considered the top experts in the field of LNG and national security nationwide, worked on this report to offer a valid and thoroughly exhaustive independent analysis regarding public safety.

I support an open, constructive and reasoned dialogue about Cabrillo Port because I believe when the people of this community and the state have all the facts, they will understand that Cabrillo Port will be built to the highest public safety and environmental standards and will provide safe and affordable energy to meet Ventura County's ever growing energy needs today and in the future.

Energy prices continue to go up double digits year after year and senior citizens and working families can't afford it. California's seniors and hard-working families need Cabrillo Port to bring liquefied natural gas into the state and help keep prices in check and home heating and cooling costs low. Some residents in Malibu are more concerned about their property values than helping hard-working families afford to pay higher energy prices.

Thank you for giving me the opportunity to express my support for Cabrillo Port to you today.

-- END --

*I'm sorry
to hear that*

P318-2

The lead agencies directed the preparation of the Independent Risk Assessment (IRA), and the U.S. Department of Energy's Sandia National Laboratories independently reviewed it. See Section 4.2, Appendix C1, and Appendix C2 for additional information on third-party verification of the IRA.

P318-2

P230

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
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- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

Diane Laetz
Diane Laetz
6402 Surfside
Malibu, CA 90265

From: Hans Laetz [hanslaetz@gmail.com]
 Sent: Wednesday, May 10, 2006 4:47 PM
 To: BHPRevisedDEIR@slc.ca.gov
 Cc: Patrick Cassidy
 Subject: Public comment of Cabrillo Port

California State Lands Commission
 100 Howe Ave. Suite 100 South
 Sacramento CA 95825-8202

Via e-mail to BHPBRevisedDEIR@slc.ca.gov

10 May 2006

To whom it may concern,

As a newspaper reporter who has spent the better part of the past year examining the BHP Billiton "Cabrillo Port" proposal, there are some basic questions I have been posing.

I was hoping that second Draft Environmental Impact Report would answer these basic questions. It hasn't.

As a resident of Malibu, I feel these questions must be addressed in the DEIR, and are not:

(1) Location: why are the alternative locations studied by BHPB arbitrarily placed in nonsensical locations? Placing the FSRU at Deer Canyon is impractical on its face, and the other locations are not realistic either. Why was the possibility of placing Cabrillo Port further out to sea, beyond the horizon, not raised and considered? Woodside says its proposed LNG terminal could be economically placed 22 miles off the coast: why couldn't the significant aesthetic impact of BHP Billiton's project, as noted in the DEIR as significant and unmitigable, be mitigated into insignificance by anchoring Cabrillo Port further offshore?

(2) Exclusion zone: last year, the state of the art theory was that a worst-case scenario flash fire would consume everything within 1.2 miles of the FSRU, and not coincidentally the FSRU was placed that far away from the shipping lanes. Now, the Sandia National Laboratories study says the flash fire could reach nearly 7.5 miles out. Why hasn't the FSRU anchorage location been moved further away from the shipping lanes? Why hasn't the possibility of a worst-case FSRU fire striking a tanker or other hazardous cargo ship been considered?

(3) Anchoring: if "best available engineering" standards will be used to anchor the FSRU at Malibu, how will those be different from the "best available engineering techniques" used by BHP Billiton at Platform Typhoon, the "hurricane-proof" natural gas platform that was pushed 110 miles and bounced along the Louisiana beach during Hurricane Rita?

(4) Cumulative impact: The EIR does not adequately raise the specter of other LNG terminals in the immediate vicinity. There are currently eight proposed LNG terminals in Southern California and northern Baja California. Some of these

P057-1

Both NEPA and the CEQA require the consideration of alternatives to a proposed project. A lead agency's lack of jurisdiction over a potential alternative is one factor that it may consider in determining if a potential alternative is feasible, reasonable, and merits detailed study in an EIS/EIR. Whether a potential alternative is purely hypothetical or speculative, or whether the potential alternative can be accomplished in a successful manner in a reasonable period of time are additional factors the lead agency may consider in assessing the feasibility and reasonability of the potential alternative.

From a NEPA perspective, while a Federal agency must analyze "a range of reasonable alternatives" (as opposed to any and all possible alternatives), and may be required to analyze an alternative that is outside the capability of an applicant and that is outside the jurisdiction of the agency, the threshold question in determining whether to analyze any alternative is whether that alternative would be a "reasonable" alternative. Reasonable alternatives include those that are practical and feasible from the technical and economic standpoint and using common sense (CEQ 40 Questions; #2a).

P057-1

To provide for an effective "hard look" at the alternatives the agency must limit the range to those alternatives that will best serve the environmental review process, and not needlessly examine and discuss in depth remote or speculative alternatives that that discussion does not facilitate a better decision making process. As stated in 40 CFR 1502.14(a), the EIS should "rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated."

P057-2

P057-3

Section 15126.6(a) of the State CEQA Guidelines states, in part, "[t]he Lead Agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives." The California Supreme Court in the Citizens of Goleta Valley case recognized that while an agency's jurisdiction was only one factor to consider, "[t]he law does not require in-depth review of alternatives that cannot be realistically considered and successfully accomplished." In addition, the discussion in section 15364 in the State CEQA Guidelines states that "[t]he lack of legal powers of an agency to use in imposing an alternative or mitigation measure may be as great a limitation as any economic, environmental, social, or technological factor."

P057-4

Chapter 3 discusses energy conservation, efficiency, and renewable sources of energy, and explains why these potential alternatives were not studied in detail in the EIS/EIR. The range of alternatives studied in detail is reasonable and conforms to NEPA and the CEQA requirements.

The EIS/EIR initially evaluated 18 locations for the FSRU as potential locations for the deepwater port. It built on previous California Coastal Commission studies that evaluated nearly 100 locations. Sections 3.3.7 and 3.3.9 discuss alternate locations and technologies that were considered.

To date, an environmental evaluation has not been conducted of the Woodside Project; therefore, it is not possible to compare the potential environmental impacts.

P057-2

Section 3.3.6 contains other potential alternative locations for an offshore LNG terminal that were identified by the Applicant and during scoping and the public comment period on the October 2004 EIS/EIR.

As discussed in Section 4.2.7.6, for the representatives accident scenarios studied, the IRA determined that the greatest distance from the FSRU within which public impacts would occur is 6.3 NM (7.3 miles or 11.7 km), which would result from the intentional breach of two Moss tanks. This hazard distance encompasses the shipping lanes but extends no closer than 5.71 NM from the nearest mainland landfall. As discussed above, Sandia's model showed a smaller dispersion distance (about 7,000 m instead of roughly 11,000 m). The hazard to the shipping lane would occur about 30 minutes after the initiating event, which could allow for notification and response, such as moving away from the accident or sheltering in place and implementing emergency response measures on the impacted vessel. The exposure time within the shipping lane would be for about another 30 minutes until the vapor cloud dispersion falls below the lower flammability limit. An average of three vessels would be exposed to this vapor cloud hazard based on marine traffic frequency estimates.

In a worst credible case scenario an ignition source would most likely be present, which would result in a pool fire instead of vapor cloud dispersion or a vapor cloud (flash) fire. Pool fire hazards were not predicted to reach the coastwise shipping lane.

P057-3

The Typhoon Platform, a tension leg production platform in the Gulf

of Mexico jointly owned by Chevron and BHPB, was severed from its mooring and severely damaged during Hurricane Rita. The Typhoon Platform was designed for a different purpose using different design criteria.

The Cabrillo Port must be designed in accordance with applicable standards, and the USCG has final approval. Section 2.1 contains information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU. Section 4.2.4 contains information on Federal and State agency jurisdiction and cooperation. The Deepwater Port Act specifies performance levels that all deepwater ports must meet; Section 4.2.7.3 contains information on design and safety standards for the deepwater port. Section 4.2.8.2 contains information on pipeline safety and inspections. If the FSRU were to become unmoored, the patrolling tugboats could be used to hold it in place. Section 4.3.1.4 addresses this topic.

The regulation implementing the Deepwater Port Act (33 CFR 149.625 [a]) states, "Each component, except for those specifically addressed elsewhere in this subpart (for example, single point moorings, hoses, and aids to navigation buoys), must be designed to withstand at least the combined wind, wave, and current forces of the most severe storm that can be expected to occur at the deepwater port in any 100-year period." By definition, a 100-year wave event is expected to occur once every 100 years on average over the course of many hundreds of years. The EIS/EIR's analyses have been developed with consideration of these factors and regulations.

P057-4

This EIS/EIR does not address how many LNG facilities will be built because the information necessary is not presently available, and the decision concerning how many facilities are needed ultimately is not before the lead agencies. Nevertheless, Section 4.20.1 contains information on the potential cumulative impacts of the proposed Woodside, Clearwater Port, and Port of Long Beach LNG projects for which applications have been submitted to the appropriate regulatory agencies.

terminals are within 30 miles of Cabrillo Port. What are the cumulative impacts of all these LNG terminals?

Why are they only being judged on their individual merits?

(5) Malibu real estate values: The value of my ocean-view house diminished significantly the day I attended the DEIR hearing and learned of Cabrillo Port's effect on the local real estate market. My ocean view will be worth less money when the FSRU is towed into place. In fact, it is worth less now, as California real estate laws require me to disclose to any potential buyer the fact that the terminal will be within my view, and will emit more smog than any other offshore pollution source on the Pacific coast. This is not addressed in the DEIR, nor has BHPB indicated in any way how it will recompense me and thousands of other Malibu homeowners for out demonstrable losses.

(6) Zuma Beach impact: Each year, hundreds of thousands of San Fernando Valley and Conejo Valley residents drive for the day to Zuma Beach County Park. Millions of visitor days accumulate at this park annually. The FSRU will be about 23 miles towards the southwest from this highly-used park. It will be visible at sunset most days. This impact on the heaviest-used beach park in the Los Angeles County Beaches and Harbors Division is not addressed. Why? What are the impacts on this important park, which is used proportionally-greater- than-average by members of economically-disadvantaged and minority communities? Why is the aesthetic impact on Zuma Beach park not mitigated by moving the FSRU further out to sea, beyond its horizon?

As a Malibu-based reporter, I owe it to my readers to get the answers to these questions. And as a Malibu resident, I owe it to my family to raise them publicly.

As a Malibu resident, I cannot understand how the project's DEIR could be approved without considering these weighty issues. Malibu residents deserve an answer: why did BHP Billiton put this industrial presence in Malibu's front yard, when other applicants have found places that are far less objectionable?

Sincerely,

Hans Laetz
Freelance reporter
6402 Surfside Way
Malibu CA 90265

cc: Patrick Cassidy, BHPB

Standard legal boilerplate: If you are reading this message and you are not the person to whom it was intended, please be aware that reading, forwarding, printing, publishing, broadcasting, web site posting, hyperlinking to, saving to disk, or copying any or all of this file or its contents without my express permission is strictly prohibited by law. This file's contents are confidential, intended only for the use of the recipient named above, and may be legally privileged. If you have received this communication in error, kindly let me know (hanslaetz@gmail.com) and delete the original message and any copy of it from your computer system. This material is (c) 2006 by Hans Laetz, and all rights are reserved. Thank you.

P057-5

Section 4.16.1.2 contains information on property values. The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures. Section 4.18.4 discusses the Project's potential impacts on water quality.

P057-5

P057-6

Zuma Beach County Park is just north of the location for the photographic simulations shown in Figure 4.4-16 and 4.4-17; these views would be comparable to those from Zuma Beach. The visual impact of the FSRU near the horizon is minimal on most days and also at night. As shown, the FSRU would appear as a small object on the horizon. Impact AES-1 is designated a Class III impact and no mitigation is required.

P057-6

P057-7

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P057-7

P057-8

The USCG, MARAD, and the CLSC received an application for a deepwater port off the shore of Ventura County. The USCG and MARAD are therefore required under NEPA to evaluate this alternative as the Applicant's preferred alternative. The agencies have evaluated this alternative in comparison with the other reasonable alternatives in compliance with NEPA and the CEQA.

P057-8

The EIS/EIR initially evaluated 18 locations for the FSRU as potential locations for the deepwater port. It built on previous California Coastal Commission studies that evaluated nearly 100 locations. Section 3.3.7 contains information on other locations that were considered.

P258

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April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

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There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

Carol Larkin (CAROL LARKIN)
29507 HARVESTER ROAD
Malibu CA 90265

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April 19, 2006

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100 Howe Avenue
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Sincerely,

Andrea Lebron
5710 W. Centinela ave # 415
Los Angeles, CA 90045

From: Warren Lent [warrenlent@comcast.net]
Sent: Friday, April 28, 2006 9:55 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: Opposing the The Malibu LNG

Dear Mr. Sanders:

I am writing to express my strong **opposition** to the proposed Malibu LNG facility being considered for our coast.

I am opposed to this for is likely environmental impact, its potential for destruction of our coastline and marine life, its likely chronic pollution and its potential negative impact on the city of Malibu and its homeowners. I hope that you and the governor will finally oppose this matter.

Sincerely,

Warren Lent
20802 PCH Hwy
Malibu, CA 90265
(310) 779-6516

P031-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P031-2

Sections 4.7.4 and 4.84 discusses the potential impacts to the marine and terrestrial environment. Sections 4.6.4 and 4.18.4 discuss the potential effects of the Project to air and water quality, respectively.

P031-1

P031-2

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

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Sincerely,

Ronda S Lester
640 Wondervew Dr
Calabasas Ca 91307

P211

2006/P211

Mr. Dwight Sanders
California State Lands Commission
100 Howe Avenue
Suite 100 South
Sacramento, CA 95825

4/16/06

Dear Mr. Sanders:

As an Oxnard resident and homeowner
I wish to go on record as vehemently
opposing the proposed Cabrillo port
LNG facility.

The editorial by Cameron Benson of the
EDC in Santa Barbara, published in the April 16
edition of the Ventura County Star, says
it all for me. This is a preposterous
project, based on unproven technology.
Cabrillo port poses a huge environmental
threat to the beautiful South Central
Coast and this project must never be
allowed to go to construction.

If the Australian based BHP Billiton
Company is so sure the LNG port
is the safe mega fuel depot of
the future let them try it out on their
own continent far from innocent
and opposed Californians.

P211-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P211-2

Section 2.1 contains information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU. The Cabrillo Port must be designed in accordance with applicable standards, and the U.S. Coast Guard has final approval. Section 4.2.4 contains information on Federal and State agency jurisdiction and cooperation. The Deepwater Port Act specifies regulations that all deepwater ports must meet; Section 4.2.7.3 contains information on design and safety standards for the deepwater port. Section 4.2.8.2 contains information on pipeline safety and inspections. Impact EJ-1 in Section 4.19.4 addresses additional pipeline design requirements in areas of low-income and minority communities. The EIS/EIR's analyses have been developed with consideration of these factors and regulations and in full conformance with the requirements of NEPA and the CEQA.

P211-1

P211-3

Sections 4.6.4 and 4.18.4 discuss the Project's potential impacts on air and water quality. Sections 4.7.4 and 4.8.4 discuss the Project's potential effects on the marine and terrestrial environments.

P211-2

P211-3

Thank you for your consideration of this
public comment.

Very Truly Yours,
Deborah C. Linehan

Deborah C. Linehan

2601 Lilac Walk

Oxnard, CA 93030

Phone 805-483-3959 x 118

RECEIVED
CALIFORNIA STATE
LANDS COMMISSION
2006 APR 20 AM 4:33

From: Lauren Linhardt [TheLinhardts@charter.net]
Sent: Thursday, May 11, 2006 6:46 PM
To: BHPRRevised.DEIR@slc.ca.gov
Subject: NO on LNG off Oxnard and Malibu coast

Due to concerns about air pollution, discharging heated water into the ocean (damaging marine life) and the proximity of an earthquake fault we recommend that the plans to build a natural gas terminal off the Oxnard/Malibu coast be cancelled. Sincerely, Lauren and Peter Linhardt, 6061 Paseo Cyn Dr., Malibu CA 90265

P070-1
P070-2

P070-1

Section 4.6.4 contains information on potential impacts on air quality.

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. A closed loop tempered water cooling system, which recirculates water, would be used instead of a seawater cooling system, except during annual maintenance (four days for the closed loop tempered water cooling system, and four days for the Moss tanks when the inert gas generator [IGG] would be operating).

Because seawater would only be used as non-contact cooling water during these maintenance activities, the volume of seawater used would be greatly reduced. Seawater would also be used for ballast. Section 2.2.2.4 describes the proposed seawater uptakes and uses for the FSRU. Appendix D5 describes seawater intakes and discharges during Project operations, and Appendix D6 describes the closed loop water system and provides thermal plume modeling analysis of discharges from the backup seawater cooling system.

When either the backup seawater cooling system or the IGG are operating, the temperature of the discharged seawater would be elevated above ambient temperatures no more than 20°F at the point of discharge and would be 1.39°F at 300 m from the point of discharge during the worst case scenario. These thermal discharges would comply with the California Thermal Plan (see Sections 4.7.4 and 4.18.4 and Appendix D6).

Section 4.11.1 and 4.11.4 discusses geological hazards.

P070-2

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April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

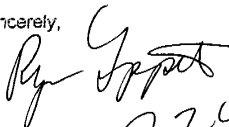
Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

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Sincerely,

 RYAN LIPPERT
22445 P.C.H apt. B
MALIBU CA 90265

P209



From: Mary Ann Lish <offtheboit@adelphia.net>
 Subject: **LNG Project**
 Date: April 12, 2006 6:33:26 AM PDT
 To: BHPRevisedDEIR@sic.ca.gov

Attention Members of the State Lands Commission;
 Please vote no on the proposed Cabrillo Port LNG Project for the following reasons:

1. According to the US Geological Survey, the project would emit over 270 tons of smog-producing air pollution per year to the Oxnard/Ventura area.
2. The LNG terminal would be located near major shipping lanes and could threaten marine wildlife with explosion or fire.
3. According to the US Geological Survey, the LNG terminal and new gas pipelines are proposed for seismically active earthquake areas.
4. Discharges from the Port will degrade ocean water quality.
5. Existing American and Canadian natural gas supplies can more the meet California's needs.

I will be attending the Public Hearing in Oxnard and helping to voice these issues.

Thank you for stopping this project now.

Sincerely,
 Mary Ann Lish
 Resident of Oxnard for 17 years.

| P209-1

| P209-2

| P209-3

| P209-4

| P209-5

| P209-6

P209-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P209-2

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

P209-3

Sections 4.3.4 and 4.7.4 discuss the potential impacts to marine traffic and marine biota due to a possible accident at the FSRU.

P209-4

Sections 4.11.1 and 4.11.4 discuss this topic. Appendices J1 through J2 contain additional evaluations of seismic hazards.

P209-5

Section 4.18.4 contains information on potential impacts on water quality and mitigation measures to address such impacts.

P209-6

Section 1.2.3 contains updated information on natural gas needs in California. Forecast information has been obtained from the California Energy Commission.

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

P334

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

I am against this project,
I live in Oxnard and am
a business owner. This will add
to the pollution, destroy marine life,
& become a target for terrorist.

P334-1

P334-2

P334-3

Please note me
Mary Ann Rich
Off The Bolt
1801 E Ventura Blvd
Oxnard, CA 93030

P334-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P334-2

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

Section 4.7.4 contains information on potential impacts on marine biological resources and mitigation measures to address impacts.

P334-3

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): _____

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): _____

City (Ciudad): _____

State (Estado): _____ Zip Code (Código Postal): _____

email address (dirección de correo electrónico): _____

**Please provide written comments on the reverse
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma
 en la caja del comentario.**

**You may also address any written comments
 to the attention of:**

Dwight E. Sanders

California State Lands Commission
 Division of Environmental Planning and
 Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825

**Include the State Clearinghouse number:
 2004021107**

**Comments may also be submitted via email
 to: BHPRevisedDEIR@slc.ca.gov**

**Usted puede dirigir también cualquier
 comentario escrito a la atención de:**

Dwight E. Sanders

California State Lands Commission
 Division of Environmental Planning and
 Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825

**Incluir el número de State Clearinghouse:
 2004021107**

**Los comentarios también se pueden enviar
 por correo electrónico a:
 BHPRevisedDEIR@slc.ca.gov**

SAKIOKA FARMS

May 11, 2006

Mr. Dwight Sanders
California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, California 95825

RE: State Clearinghouse 2004021107
LNG Deepwater Port Project

Dear Mr. Sanders:

Our company along with AMS-Craig LLC owns 430 acres located on both sides of Del Norte at Hwy. 101 in Oxnard. The property is zoned for light manufacturing and business-research-professional uses totaling 8 million square feet of buildings, and in accordance with such zoning, we are processing with the City of Oxnard the entitlements necessary for our project which at build-out will become the workplace for approximately 15,000 people. The proximity of the proposed pipeline to the industrial and office park creates potentially serious environmental impacts which have not been analyzed and even if analyzed could not be mitigated to a level of insignificance.

We have reviewed the letter from the City of Oxnard dated April 18, 2006 in which they raise significant environmental issues that have not been adequately mitigated or have been ignored in the Revised Draft Environmental Impact Report for the Cabrillo Port LNG Project. We share their deep concerns with the proposed project. Several of the issues raised in the City's letter simply cannot be mitigated and will forever harm the environment in Oxnard.

We vehemently oppose the pipeline being routed anywhere near our property. The pipeline is best routed through land located in agricultural preserve areas.

Sincerely,

Jeffrey D. Littell
Chief Operating Officer

3183-A Airway Avenue, Suite 2, Costa Mesa, California 92626
(714) 434-9318

P062-1

Figure 2.1-1 identifies the location of the proposed pipeline. Sections 4.13.3 and 4.13.4 contain information on potential impacts on existing and future land uses near the proposed pipeline route and mitigation to address such impacts. As discussed in Section 4.13.2.1, "consistency with local land use plans must be viewed within the context of the existing franchise agreements between municipalities and SoCalGas. These franchise agreements grant the right, privilege, and franchise for SoCalGas to lay and use pipelines and appurtenances for transmitting and distributing natural gas for any and all purposes under, along, across, or upon public streets and other ROWs."

The design, construction, and operation of natural gas facilities are highly regulated; the U.S. Department of Transportation's (USDOT) Pipeline and Hazardous Materials Safety Administration and the California Public Utilities Commission's Division of Safety and Reliability have jurisdiction over pipelines. Section 4.2.8 discusses the background, regulations, impacts, and mitigation measures for natural gas pipelines. Section 4.2.8.4 describes Project-specific valve spacing and design requirements.

The proposed pipelines within Oxnard city limits would meet standards that are more stringent than those of existing pipelines because they would meet the minimum design criteria for a USDOT Class 3 location. Also, MM PS-4c includes the installation of additional mainline valves equipped with either remote valve controls or automatic line break controls. SoCalGas operates high-pressure natural gas pipelines throughout Southern California.

P062-2

The April 18, 2006, comment letter from the City Council of the City of Oxnard and responses to the comments are included in this document as 2006 Comment Letter L204.

P062-3

The EIS/EIR contains substantial mitigation to avoid or reduce potential significant impacts to a level below significance criteria.

The EIS/EIR identifies and assigns significance to all levels of impacts as required by NEPA. The EIS/EIR also identifies unavoidable significant (Class I) impacts. The Administrator of MARAD under the authority of the Deepwater Port Act, the California State Lands Commission, and the Governor of California have to balance the benefits of the Project against its unavoidable environmental risks. In accordance with section 15093 of the State CEQA Guidelines, the CSLC would have to make a Statement of

P062-1

P062-2

P062-3

P062-4

Overriding Considerations addressing Class I impacts prior to approval of the proposed pipeline lease application.

The lead Federal and State agencies share the responsibility to ensure that mitigation measures are implemented. Table 6.1-1 in Chapter 6 is the basis for the Mitigation Monitoring Program, which would be implemented, consistent with section 15097(a) of the State CEQA Guidelines, to ensure that each mitigation measure is incorporated into Project design, construction, operation, and maintenance activities.

P062-4

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V247-1

Thank you for the information.

V247



**Dr. Marcelo de Andrade, Doctor of Medicine
Chairman, Pró-Natura**

Marcelo founded Pró-Natura, the first international environmental organisation based in the Southern Hemisphere that manages sustainable development and conservation projects funded by international organisations, governments and the private sector in South and Central America, Africa and Asia. Pró-Natura was founded in Brazil and is active in 36 countries.

Marcelo also founded the Pioneer Society, a communications group dedicated to innovative promotion of the successes of sustainable development, and the Social Capital Group, a consulting company dedicated to managing social and environmental issues and impacts brought about by large oil/gas, mining, forestry and infrastructure projects.

He co-founded Terra Capital Fund, the first venture capital fund dedicated to investing exclusively in private sector biodiversity businesses; Axial Bank/Azial Pär, the first financial institution in South America dedicated to invest and promote investments in the sustainable development sector; and Eco Carbon, the first company to specialise in engineering aspects of forestry and agricultural carbon sinks.

Marcelo is also involved with International Sustainable Finance and Sustainable Development Holdings and remains active in rowing, mountaineering and running following his eight-year membership of Brazil's Olympic rowing team and his leadership of the first expedition to the top of Mount Aconcagua in the Andes in 1985.

V247-1

V247-1 Continued

From: "Jessica Arciniega" <housefarmworkers@verizon.net>
To: "Carmen Ramirez" <Carmen.Ramirez@ventura.courts.ca.gov>
Date: 4/17/2006 11:11:32 AM
Subject: Fw: BREAKFAST BRIEFING WITH MARCELO

We are working with Dr. Marcelo de Andrade, an internationally known expert on sustainable communities. Please let us know if you can join us at a Breakfast Briefing with Marcelo and Renee Klimczak, the president of BHP Billiton LNG International. Marcelo is exploring ways to work with local non government organizations and is especially interested in aiding farm workers. His bio is attached. If you can't make the briefing but would like to meet Marcelo please let us know and we may be able to arrange a meeting later in the week.

V247-1
Continued

You can RSVP to us by return email or by calling our office at 805 648-5900 x 224

We hope to see you Wednesday morning April 19 at the Morgan Stanley Tower, Suite 1800 from 8 to 9 AM! Thanks.

Best regards,

John Lockhart
People Media

(800) 600-7111 x 224

jlockhart@peoplemediagroup.com

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

Chenani T Lockwood
Chenani T Lockwood
5760 Camerford Ave
Hollywood, Ca 90038

From: J.J. Lockwood-Risi [lockwood_risi@yahoo.com]
 Sent: Wednesday, May 10, 2006 6:25 PM
 To: BHPRevisedDEIR@slc.ca.gov
 Subject: Please stop BHP's Cabrillo Port

To whom it may concern,

I am a resident of Ventura, a beachgoer, and a sailor.
 At work, my office is on the beach.

I often sail out of Ventura to enjoy a day away from the stresses and energies of the mainland. I enjoy seeing the dolphins, whales, seals and other marine life that lives in our ocean.

I am afraid of the BHP LNG terminal for many reasons;

I am afraid that I may become injured by a ball of fire that can occur during an accident. It has been said that the fireball won't hit the shore, but if I am out there with my loved ones, I don't want us to become casualties.

I am afraid to be out on the ocean and stopped or worse for any reason by BHP security, or law enforcement officials if I unknowingly sail into what may become newly prohibited waters.

I am afraid that Ormond Beach will be disrupted by machinery, digging and laying pipe in areas that are finally being restored for nesting.

I am afraid of the air pollution that will be produced by the facility.

I am afraid of the ever changing landscape of our beautiful county. The urbanization and industrialization of Ventura County is destroying what we have known and loved as a quiet seaside town.

I am afraid Ventura County residents are being asked to sacrifice for a gas project which is intended to provide gas to industry, such as Semptra.

I ask you to stop the needless project known as Cabrillo Port. It does us no good.

James Lockwood
 210 Pasqual Ave.
 Ventura, CA 93004

Do You Yahoo!?
 Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

P058-1

The Independent Risk Assessment (IRA), which was independently reviewed by the U.S. Department of Energy's Sandia National Laboratories, evaluates the consequences of a potential vapor cloud (flash) fire, as discussed in Section 4.2.7.6 and the IRA (Appendix C1). The IRA determined that the consequences of the worst credible accident involving a vapor cloud fire would be more than 5.7 NM from shore at the closest point, as summarized in Table 4.2-1. Figure 2.1-2, Consequence Distances Surrounding the FSRU Location for Worst Credible Events, depicts the maximum distance from the FSRU in any direction that could be affected in the event of an accident. The shape and direction of the affected area within the circle depicted in Figure 2.1-2 would depend on wind conditions and would be more like a cone than a circle, but would not reach the shoreline.

P058-1

P058-2

The safety zone would extend in a circle a maximum of 500 meters from the stern of the FSRU. The area to be avoided (ATBA) would surround the safety zone, but would not extend as far as the coastwise traffic lanes (see Figure 4.3-4 and Sections 2.2.4 and 4.3.1.4).

P058-2

P058-3

P058-4

P058-5

P058-6

Section 4.3.1.4 states, "The ATBA is considered by the USCG to be a recommendatory routing measure. Mariners could choose whether to avoid this area. Mariners would not be penalized for entering this area, nor would any action be taken to require them to leave the area. A vessel transiting the ATBA would be requested to restrict its speed to no more than 10 knots (19 km/hour) and to check in and out with the Cabrillo Port vessel operations manager. Both the speed limit restriction and contact with the Cabrillo Port vessel operations manager would be voluntary actions by mariners in vessels transiting the ATBA." The safety zone could not be made any larger because its size is governed by international law.

P058-3

Project impacts on coastal ecosystems would be limited to the pipeline corridor during construction and operation (see Section 2.1). The shore crossing required for the proposed Project would be installed beneath Ormond Beach. With the proposed mitigation, the potential impacts of construction, operation, or an accident on terrestrial biological resources would be reduced to a level that is below the significance criteria.

P058-4

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project

changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

P058-5

Section 4.4 contains information on the visual aspects of the Project, potential impacts, and measures to address such impacts. See Impact AES-1 in Section 4.4.4, which states, "[t]he FSRU would appear similar in shape to commercial vessels that are frequently seen in the Project area." Table 4.3-1 contains information on the numbers and representative sizes of vessels that are commonly found in the proposed Project area, and Appendix F contains additional simulations.

P058-6

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Comment Form/Formulario Para Comentar ^{V235}

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Ana Lopez

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): 8605 South B St. Apt B3

City (Ciudad): Oxnard Ca. 93030

State (Estado): Ca. Zip Code (Código Postal): 93030

email address (dirección de correo electrónico):

cachus658@Verizon.net

**Please provide written comments on the reverse
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma
 en la caja del comentario.**

**You may also address any written comments
 to the attention of:**

Dwight E. Sanders
 California State Lands Commission
 Division of Environmental Planning and
 Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825
Include the State Clearinghouse number:
2004021107

**Comments may also be submitted via email
 to: BHPRevisedDEIR@slc.ca.gov**

**Usted puede dirigir también cualquier
 comentario escrito a la atención de:**

Dwight E. Sanders
 California State Lands Commission
 Division of Environmental Planning and
 Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825
Incluir el número de State Clearinghouse:
2004021107

**Los comentarios también se pueden enviar
 por correo electrónico a:**
BHPRevisedDEIR@slc.ca.gov

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

No me gustaria que este proyecto se realizara porque va a DANAR el medio ambiente donde mis hijas mi esposo, toda mi familia en general, hemos vivido y disfrutado sin ningun problema de contaminacion del medio ambiente.

V235-1

Por favor, no permitan que este proyecto se realice. y muchas gracias a todas las personas que puedan decidir este problema. y espero se pueda evitar no solamente por un corto periodo si no nunca se llegue a realizar.
Muchas gracias.

V235-2

V235-1

Las Secciones 4.6.4 y 4.18.4 discuten los impactos potenciales del Proyecto a la calidad de aire y a la calidad de agua. Las Secciones 4.7.4 y 4.8.4 discuten los efectos potenciales del Proyecto a los ambientes marinos y terrestres.

V235-2

Su mención está incluida en el registro público y sería tomada en cuenta por aquellas personas encargadas de tomar las decisiones, cuando consideren el Proyecto propuesto.

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

V235 (English Translation)

Name (Nombre): Ana López

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): 865 South B St. Apt B3

City (Ciudad): Oxnard, Ca 93030

State (Estado): CA Zip Code (Código Postal): 93030

email address (dirección de correo electrónico):

cachus685@verizon.net

I do not want this project to be carried out because it will DAMAGE the environment where my daughters, my husband, my whole family, in general, have lived and enjoyed without any problem of contamination of the environment.

V235-3

Please, do not allow this project to be carried out. And thank you so much to all the persons who have a decision regarding this problem. And I do hope it might be avoided not only for a short period of time but that it will never be carried out.

V235-4

Thank you very much.

V235-3

Sections 4.6.4 and 4.18.4 discuss the Project's potential impacts on air and water quality. Sections 4.7.4 and 4.8.4 discuss the Project's potential effects on the marine and terrestrial environments.

V235-4

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P357

My name is Dr. Manuel M. Lopez and I am here today in my new role as a private citizen. My father and my mother came to Oxnard in 1916 right after getting married. My mother died as a young woman and my father raised his children alone and spent his entire working life and few retirement years here. My first relatives arrived in the 1890s before city incorporation and we have been a part and parcel of its development ever since. Now my children live here and we have a new granddaughter who I hope will also grow up to love and enjoy the beauty of the area as much as we all have. *have*

For close to forty years until November 2004 when I chose not to run for re-election I was involved in Oxnard city government. In that role I had the unique experience of being involved from the very beginning in the study and determination of city decisions in regard to the LNG process. First as a member of the planning commission during the original 1977 intent to develop an LNG facility at Ormond Beach when Oxnard was the lead agency and lastly during my final term as Mayor when city officials were contacted by representatives of various LNG facilities prior to initiation of efforts to locate facilities locally, with the city now in the role of an interested agency..

During the long interval between attempts, project size and energy involvement increased exponentially but a singular, constant thread has remained throughout. That thread is the insistence that an imminent, impending energy crisis would devastate the state economy without the importation of LNG. This in spite of the fact that California grew from 22,352 million people to today's 37 million and the state has become the 4 or 5th largest economy in the world, although LNG was turned down in 1977. (The last argument heard before denial was a gas energy crisis that never materialized). That still appears to be the party line today, without an impartial market study of the real need for the feasibility or desirability of the importation of LNG. THAT seems to be the crucial first step that is missing from the entire exercise.

There are several concerns that I feel need further comment. The main one is safety, and in particular, the size of the safety zone and potential migration of an ignitable gas plume to shore. But I feel that others have brought these items up or will certainly bring them up during the hearing, therefore, in my brief time, I will just mention two others that are of major interest to me and I feel have the potential to be minimized.

*|

P357-1

Thank you for the information.

P357-1

P357-2

As discussed in Section 1.2.1, the California Energy Commission (CEC) and California Public Utilities Commission (CPUC) must "carry out their respective energy-related duties based upon information and analyses contained in a biennial integrated energy policy report adopted by the CEC." Section 1.2.1 also describes the public process that is used to develop the Integrated Energy Policy Reports to ensure that California's energy-related interests and needs are met.

P357-3

Sections 2.2.4, 4.3.1.4, and 4.3.4 address the size of safety zone and ATBA, how they are established, and their potential impacts on marine traffic. The FSRU would be able to rotate 360° around the mooring turret. The safety zone would extend 500 m from the circle formed by the FSRU's stern, the outer edge of the facility, rotating around the mooring turret. See Figure 4.3-4 for an illustration of the potential safety zone and area to be avoided. The safety zone could not be made any larger because its size is governed by international law. The lead agencies directed preparation of the Independent Risk Assessment (IRA), and the U.S. Department of Energy's Sandia National Laboratories independently reviewed it, as discussed in Section 4.2 and Appendix C. Section 4.2.7.6 and the IRA (Appendix C1) discuss the models and assumptions used and the verification process. Sandia National Laboratories (Appendix C2) concluded that the models used were appropriate and produced valid results. Section 4.2 and Appendix C contain information on public safety.

P357-2

P357-3

Dr. Manuel Lopez

#2

One is the conclusion that the scenic impact on the environment of the project is of minor consequence. For many years the city of Oxnard and its neighbors on the "Gold Coast" have spent considerable energy and resources selling its beauty. With this in mind during their permitting stage the oil platforms were conditioned to be de-commissioned after their useful life was over but now not only is one of the platforms that should be de-commissioned being considered as a potential terminal for LNG but this subject huge multistory equivalent storage and regasification structure is being sited within a scenic view corridor. One can only wonder how new home owners and potential investors will react. It will certainly negate much of the effort and energy and money invested in the area.

the SECOND
~~Another~~ *By Mary* is the quick re-routing of the major pipe line which was to run by Mesa School after concerns were voiced. I am glad that this was done and it illustrates that changes can be effectuated when they are shown to be needed or necessary. Yet the impacts on Oxnard schools were minimized in the report. For many years school districts within the city have had difficulty finding suitable sites for schools because of the airport, railroad tracks, industrial and polluting sites and main street corridors, amongst others. I believe very strongly that Oxnard children deserve the same consideration when it comes to locating major pipe lines.

I would hope that you expand on these items and the others that are brought up during the hearings. You have a huge responsibility and are being counted on by the people of his area to look out for their safety. Some see this as an economic issue but I feel this is more one of safety. I also feel very strongly that government's first responsibility is public safety and if there was ever a public safety issue this has to be right up there in importance.

P357-4

P357-4

Section 4.4.4 and Appendix F contain information on the visual aspects of the Project, potential aesthetic impacts, and mitigation measures to address such impacts.

P357-5

P357-5

Section 4.16.1.2 contains information on property values.

P357-6

P357-6

Section 4.13.1 discusses sensitive land uses in proximity to proposed and alternative pipeline routes, such as schools. There are no schools in the immediate vicinity of either of the proposed pipeline routes. Section 4.2.8 describes regulations regarding pipelines, including the requirement to establish public education programs to prevent and respond to pipeline emergencies. Section 4.16.1.2 describes emergency planning and response capabilities in the Project area. Section 4.13.1.3 contains information on potential future school sites.

P357-7

P357-7

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P340 Comment Form/Formulario Para Comentarios

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Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

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Name (Nombre): R. Lowe

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): 4483 Intigua Wy

City (Ciudad): Oxnard

State (Estado): CA Zip Code (Código Postal): 93035

email address (dirección de correo electrónico): _____

**Please provide written comments on the reverse
 and drop this form into the comment box.**

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 100 Howe Avenue, Suite 100-South
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BHPRevisedDEIR@slc.ca.gov

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

California has a chance to
choose a smarter, environmentally
friendly way to go: a solar panel
on every roof! There is no evidence
that we need to expand our reliance
on foreign fossil fuel. WHAT
ARE YOU THINKING to even
consider this project?

P340-1

P340-2

P340-1

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

P340-2

Section 1.2 discusses dependence on foreign energy sources.

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

From: lorawoodslowe@aol.com
 Sent: Tuesday, May 09, 2006 11:22 AM
 To: BHPRevisedDEIR@slc.ca.gov
 Subject: Calif. Environmental Planning & Mgmt. State Clearinghouse # 2004021107

To whom it may concern is all of us.

The BHP Billiton Cabrillo Port is the absolutely wrong direction for us to be going. The depletion of fossil fuels gives us an opportunity to decrease harmful pollutants by developing and expanding renewable resources. The Billiton project is guaranteed to cost us all in air and coastal water quality. It would advance the archaic, polluting, dangerous and therefore stupid methods which we know do much harm for questionable gains. We endanger nothing, for example, by a massive solar program in California.

While China has millions of homes completely solar powered, we have 200,000. For the next decade we've a natural gas source from Texas and New Mexico. In that interim we must develop clean, renewable and decentralized energy sources. The Cabrillo Port is NOT AN ACCEPTABLE RISK for those of us in Oxnard and Malibu, as much better alternatives are available to us.

Please bring us into the 21st century and a cleaner state by not allowing this dangerous LNG storage and regasification unit.

Sincerely,

Mr. and Mrs. Peter E. Lowe
 Oxnard, CA 93035

P052-1

P052-1

Sections 1.2.2, 1.2.3, 1.2.4, and 4.10.1.3 contain information on the need for natural gas, the role of foreign energy sources, and the California Energy Action Plan. Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

Sections 4.6.4 and 4.18.4 discuss the Project's potential impacts on air and water quality.

P052-2

Thank you for the information.

P052-2

P052-3

P052-3

P052-4

Sections 1.2.2 and 1.2.3 contain updated information on natural gas needs in the U.S. and California. Forecast information has been obtained from the U.S. Department of Energy's Energy Information Agency and from the California Energy Commission.

P052-5

P052-4

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline. Figure ES-1 depicts the consequence distances surrounding the FSRU location for worst credible events.

P052-5

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P345

Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): John F. Jones

Organization/Agency (Organización/Agencia): BO

Street Address (Calle): 925 Reginald Dr.

City (Ciudad): Danville

State (Estado): Ca. Zip Code (Código Postal): 93030

email address (dirección de correo electrónico):

Please provide written comments on the reverse
and drop this form into the comment box.

Proporcione por favor los comentarios escrito en el revés y colóque esta forma
en la caja del comentario.

You may also address any written comments
to the attention of:

Dwight E. Sanders
California State Lands Commission
Division of Environmental Planning and
Management
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825
Include the State Clearinghouse number:
2004021107

Comments may also be submitted via email
to: BHPRevisedDEIR@slc.ca.gov

Usted puede dirigir también cualquier
comentario escrito a la atención de:

Dwight E. Sanders
California State Lands Commission
Division of Environmental Planning and
Management
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825
Incluir el número de State Clearinghouse:
2004021107

Los comentarios también se pueden enviar
por correo electrónico a:
BHPRevisedDEIR@slc.ca.gov

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar
hojas adicionales si es necesario):

*Please acknowledge
the imminent danger
of a FSRU in our
area.*

P345-1

P345-1

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline. Figure ES-1 depicts the consequence distances surrounding the FSRU location for worst credible events. Section 4.2.8 contains information on safety requirements for pipelines. Section 4.13.1 discusses the proximity of the proposed pipeline routes to residences and schools.

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

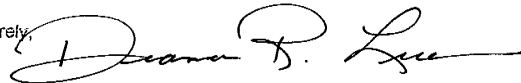
Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,



Deanna R. Luce
2639 Rambla Pacifico
Malibu, Ca 90265

BALTA SAR LUNA

P328

me opongo ALA TUBERIA de GAS
 PORQUE es muy PELIGROSO
 si USTEDES RECUERDAN
 lo que PASO en GUADALAJARA
 JALISCO MEXICO.
 en LOS ENTRENAMES ABIA desechos
 TOXICOS y de las FUGAS de GAS
 PROBOCARON ESPLOSIONES en
 varias colonias
 ubo CARROS encima de LAS CASAS
 y MURIO mucha gente
 yono quiero que PASE ESTO
 aqui

P328-1

P328-1

Su mención está incluida en el registro público y sería tomada en cuenta por aquellas personas encargadas de tomar las decisiones, cuando consideren el Proyecto propuesto.

P328-2

P328-2

La Sección 4.2.8 describe las regulaciones concernientes, incluyendo los requerimientos para establecer programas de educación pública para prevenir y responder a emergencias causadas por el ducto. La Sección 4.16.1.2 describe la planificación para emergencias y las capacidades de respuesta en el área del Proyecto.

P328 (*English Translation*)

BALTASAR LUNA

I oppose the gas pipeline because it is very dangerous if you remember what happened in Guadalajara, Jalisco, Mexico.

There were toxic residues and the gas leaks caused explosions in several neighborhoods. There were cars on top of the houses and many people died.

I do not want that to happen here!

P328-3
P328-4

P328-3

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P328-4

Section 4.2.8 describes regulations regarding pipelines, including the requirement to establish public education programs to prevent and respond to pipeline emergencies. Section 4.16.1.2 describes emergency planning and response capabilities in the Project area.

P269

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

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- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

Ron Howard Lundgren
6756 Dame Dr.
Malibu Ca 90265

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

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Suite 100 South
Sacramento California 95825-8202

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Sincerely,

 Emerald Lundy 14733 Lemoliva E305
Hawthorne CA, 90250

P463

2006/P463

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

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Sincerely,

Teddy Lyle

Teddy Lyle

17248 Avenida de la Herradura

Pacific Palisades CA